

In the Claims:

1. (Currently Amended) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and, a NO<sub>x</sub> abatement system as optionally, an exhaust gas aftertreater, wherein:
  - (a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;
  - (b) exhaust gas is discharged from the engine ~~and optionally partly recirculated to the combustion chamber of the engine;~~
  - (c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and
  - (d) the non-recirculated part of the exhaust gas and at least part of the synthesis gas is supplied to:
    - (i) ~~the exhaust gas aftertreater;~~
    - (ii) the combustion chamber of the engine; ~~or to both.~~
2. (Currently Amended) ~~The~~ A process according to claim 1, wherein the first fuel and the second fuel are the same fuel.
3. (Currently Amended) ~~The~~ A process according to claim 1 ~~or 2~~, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel, ~~preferably at least 50% (v/v), more preferably at least 80% (v/v), even more preferably consist of Fischer-Tropsch derived fuel.~~
4. (Currently Amended) ~~The~~ A process according to ~~claim 1, any one of the preceding claims,~~ wherein the Fischer-Tropsch derived fuel is a gasoil.
5. (Currently Amended) ~~The~~ A process according to ~~claim 1, any one of the preceding claims, which is wherein a process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and a NO<sub>x</sub> abatement system as~~

~~exhaust gas aftertreater, wherein the non recirculated part of the exhaust gas and at least part of the synthesis gas are supplied to the NO<sub>X</sub> abatement system.~~

6. (Currently Amended) The-A process according to claim 5, wherein the NO<sub>X</sub> abatement system comprises a NO<sub>X</sub> trap comprising a NO<sub>X</sub> reducing catalyst and a NO<sub>X</sub> sorbent.

7. (Currently Amended) The-A process according to claim 6, wherein ~~the non-recirculated a~~ part of the exhaust gas is continuously supplied to the NO<sub>X</sub> trap and the synthesis gas is intermittently supplied to the NO<sub>X</sub> trap.

8. (Currently Amended) The-A process according to claim 6, wherein the NO<sub>X</sub> abatement system comprises two NO<sub>X</sub> traps and wherein each trap is alternately supplied with ~~the non-recirculated a~~ part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

9. (Currently Amended) The-A process according to claim 5, wherein the NO<sub>X</sub> abatement system comprises a NO<sub>X</sub> reducing catalyst without a NO<sub>X</sub> sorbent and ~~the non-recirculated a~~ part of the exhaust gas and a part of the synthesis gas are simultaneously and continuously supplied to the NO<sub>X</sub> reducing catalyst.

Claims 10-11 (Canceled).

12. (Currently Amended) The-A process according to claim 1, 10, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of ‘synthesis gas’-to-‘first fuel’ supplied to the combustion chamber is at most 25%, ~~preferably at most 20%~~.

13. (Currently Amended) The-A process according to claim ~~10 and~~ 11, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated

to the combustion chamber is such that the volumetric ratio of ‘combined synthesis gas plus exhaust gas’ to ‘first fuel’ supplied to the combustion chamber is at most 25%.

14. (Currently Amended) ~~The A process according to claim 1, any one of the preceding claims, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity,- preferably a solid oxide fuel cell.~~

15. (New) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

16. (New) The process according to claim 1, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

17. (New) The process according to claim 1, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of ‘synthesis gas’-to-‘first fuel’ supplied to the combustion chamber is at most 20%.

18. (New) A process for operating a compression ignition internal combustion engine in combination with a catalytic partial oxidation reformer and a NO<sub>x</sub> abatement system as an exhaust gas aftertreater, wherein:

- (a) a mixture of a first fuel and air, wherein the first fuel comprises Fischer-Tropsch derived fuel, is introduced in the combustion chamber of the engine;
- (b) exhaust gas is discharged from the engine and partly recirculated to the combustion chamber of the engine;
- (c) a second fuel and oxygen and/or steam are supplied to the catalytic partial oxidation reformer to produce synthesis gas, wherein the second fuel comprises Fischer-Tropsch derived fuel; and
- (d) the non-recirculated part of the exhaust gas and at least part of the synthesis gas is supplied to the NO<sub>x</sub> abatement system and at least part of the synthesis gas is supplied to the combustion chamber of the engine.

19. (New) The process according to claim 18, wherein the first fuel and the second fuel are the same fuel.

20. (New) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 10% (v/v) Fischer-Tropsch derived fuel.

21. (New) The process according to claim 18, wherein the Fischer-Tropsch derived fuel is a gasoil.

22. (New) The process according to claim 18, wherein the NO<sub>X</sub> abatement system comprises a NO<sub>X</sub> trap comprising a NO<sub>X</sub> reducing catalyst and a NO<sub>X</sub> sorbent.

23. (New) The process according to claim 18, wherein a part of the exhaust gas is continuously supplied to the NO<sub>X</sub> trap and the synthesis gas is intermittently supplied to the NO<sub>X</sub> trap.

24. (New) The process according to claim 18, wherein the NO<sub>X</sub> abatement system comprises two NO<sub>X</sub> traps and wherein each trap is alternately supplied with a part of the exhaust gas and the synthesis gas such that one trap is supplied with the exhaust gas and the other trap with the synthesis gas.

25. (New) The process according to claim 18, wherein the NO<sub>X</sub> abatement system comprises a NO<sub>X</sub> reducing catalyst without a NO<sub>X</sub> sorbent and a part of the exhaust gas and the synthesis gas are simultaneously and continuously supplied to the NO<sub>X</sub> reducing catalyst.

26. (New) The process according to claim 18, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of ‘synthesis gas’-to-‘first fuel’ supplied to the combustion chamber is at most 25%.

27. (New) The process according to claim 26, wherein the amount of synthesis gas supplied to the combustion chamber and the amount of exhaust gas recirculated to the combustion chamber is such that the volumetric ratio of ‘combined synthesis gas plus exhaust gas’ to ‘first fuel’ supplied to the combustion chamber is at most 25%.

28. (New) The process according to claim 18, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity.

29. (New) The process according to claim 1, wherein part of the synthesis gas is supplied to a fuel cell to generate electricity.

30. (New) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 50% (v/v) Fischer-Tropsch derived fuel.

31. (New) The process according to claim 18, wherein the first fuel and the second fuel comprise at least 80% (v/v) Fischer-Tropsch derived fuel.

32. (New) The process according to claim 18, wherein the amount of synthesis gas supplied to the combustion chamber of the engine is such that the volumetric ratio of ‘synthesis gas’-to-‘first fuel’ supplied to the combustion chamber is at most 20%.